

Seaplanes Only

For Seaplane pilots attending the Gathering of Seaplanes that are **not familiar** with flying in or around the ADIZ:

First, it's not as bad as you think it is. The controllers that monitor you while in the ADIZ are "Potomac Approach". They are helpful, and easy to work with, but they are busy, and they merely want you to have done your homework on ADIZ procedures, and to follow the rules.

The rules are, "File, Squawk and Talk"

You will file a flight plan to tell them where you plan to enter the ADIZ, and where you want to land. They merely want you to fly your plane the way you filed, and to keep in communication with them. It's no worse than that.

Filing the flight plan is nothing more than calling flight service (FSS) 1-800-992-7433. Tell them you want to file an ADIZ flight plan, and follow their prompts. The ADIZ flight plan is identical to filing a VFR flight plan, simple stuff like your call sign, time requested, speed, altitude, fuel on board, duration and destination. There are established, standard entry points-such as an airport or intersection that you and the briefer can choose from. Before hanging up with them, ask them which frequency you will need to call for Potomac Approach as you approach your entry point outside of the ADIZ.

When you arrive at your filed entry point (outside of the ADIZ), circle over it and change frequency to the Potomac Approach frequency that FSS gave you earlier. Call "Potomac Approach, NXXXXX, over (current location) with an ADIZ flight plan on file to Martin State" They will issue you a squawk code. Enter it in your transponder, and after doing so, proceed on your filed flight plan. They will normally call you back to indicate your transponder code is observed, but may not if they are busy. Merely continue on your flight as you filed, or follow any instruction Potomac Approach may ask of you. As you approach Martin State, and can see it in the distance, call Potomac Approach and tell them you have Martin in sight. They will then remind you not to change your transponder code until you have landed, but that it's now OK to change frequency, listen to the AWOS and contact Martin Tower. At this point, you are done with any ADIZ procedures other than making sure you don't change your transponder code until landing. Follow Martin Tower instructions till you land. After landing, switch to the seaplane ground frequency of 122.75 for water taxi instructions to your tie up spot in the lagoon.

Leaving the ADIZ (from within the ADIZ) is the same procedure in reverse. One difference is that you must have your assigned ADIZ squawk code in your transponder before you take off. This code must be obtained from Martin Tower by calling "Martin Ground" for the code. Note a separate ADIZ flight plan must also be on file for this leg of your flight in order to get the code. (You can file an incoming and departure flight plan at the same time if you know the times you will be doing both)

What's the most important thing to remember while in the ADIZ? Always fly in the ADIZ with the assigned ADIZ squawk code entered in your transponder, and always fly in the ADIZ while communicating with Potomac Approach. Remember, file, squawk and talk.

Don't be hesitant at any point to tell FSS or Potomac that you are new at this. Many people are intimidated by the ADIZ, and have avoided flying in it or near it. The FSS and Potomac Approach folks are very helpful. If you tell them you want some extra guidance, they will give it to you-just ask.

If you need further help, or have other questions, contact the museum by phone or e-mail.

Please go back to the arrival instructions for seaplanes and read and print the instructions for experienced ADIZ pilots. They will apply to you also, and include other information you will need.